REMARKS

Claims 33-66 are now pending in the application. Claims 1-10 and 12-32 have been canceled and Claims 33-66 are newly presented by this paper. Support for the new claims may be found throughout the written description, drawings, and claims as originally filed. The Examiner is respectfully requested to reconsider and withdraw the rejections in view of the amendments and remarks contained herein.

NEWLY PRESENTED CLAIMS

Applicant initially notes that newly presented Claims 33-66 read on elected Species A as represented by Figure 2 of the present application. Applicant notes that newly presented Claims 33 and 65 include a pulley, a hub and a clutch spring that has a plurality of coils that are formed only of wire. At least one of the plurality of coils is engaged against the inner surface of a pulley when rotary power is transmitted from the pulley to the hub. The plurality of coils contract to at least reduce gripping engagement between the plurality of coils and the inner surface of the pulley in response to deceleration of the pulley relative to the **carrier** beyond a predetermined extent to permit the hub to rotate at a speed in excess of the pulley. **A lubricant is also disposed on the plurality of coils.**

Concerning U.S. Patent No. 3,618,730 to Mould, Applicant notes that the Examiner has associated the drive collar (10) and driving disc (13) with the "hub" element of the claims and has associated the spring cage (16 - comprises inner sleeve section 18 and outer ring section 20) with the "carrier" element of the claims. Applicant notes that Mould discloses a torque clutch that permits the transmission of rotary power

from the spring cage (16) to a driven pulley (12) when the rotary power has a torque that is lower in magnitude than a predetermined clutch torque. As torque is transmitted from an annular driving disc (13 - keyed to drive collar 10, which is driven by shaft 11) into a torsion spring (24 - end 26 of torsion spring 24 is coupled for rotation with the annular driving disc 13) to the spring cage (16), the annular driving disc (13) is rotatable relative to the spring cage (16) due to deflection of the torsion spring (24) as the amount of torque transmitted between the driving disc (13) and the spring cage (16) increases. When the deflection of the torsion spring (24) is sufficiently large (due to a correspondingly large torque transmitted through the torsion spring 24), an actuating surface (45) on the driving disc (13) will push on an end of a clutch spring (36) to cause the clutch spring (36) to contract out of engagement with the inside surface of a pulley (12) to thereby interrupt the transmission of rotary power from the spring cage (16) to the pulley (12). Notably, the spring cage (16) does not rotate relative to the pulley (12) until the clutch spring (36) has disengaged the pulley (12).

In view of the above remarks, Applicant submits that Mould does not teach or suggest a decoupler assembly having a plurality of coils that contract to at least reduce gripping engagement between the plurality of coils and the inner surface of the pulley in response to deceleration of the pulley relative to a carrier. Accordingly, Applicant submits that Claims 33 and 65, and the claims that are dependent therefrom, are allowable over Mould et al.

Concerning U.S. Patent No. 6,083,130 to Mevissen et al., Applicant notes that Claims 33 and 65 recite "a clutch spring formed only of wire". Moreover, Claims 33 and

65 describe the coils of the clutch spring engaging against the inner surface of a pulley when rotary power is transmitted from the pulley to a hub, and contracting to decouple the pulley from the hub in response to deceleration of the pulley relative to the carrier beyond a predetermined extent to permit the hub to rotate at a speed in excess of the pulley. Applicant further notes that Claims 33 and 65 include a lubricant that is disposed on the coils of the clutch spring.

In contrast, Mevissen et al. employs a wrap spring clutch (e.g., 652 in Fig. 22, 76 in Fig. 2) having a resilient spring steel material (668/88) at a radially inner portion thereof, and a friction material (670/90) bonded to the radially exterior surface of the spring steel (668). The friction material (90) is described in column 8, lines1-5 as being a rubber friction enhancing material, preferably a T-701 rubber based material that is adhesively bonded to the radially exterior surface of the spring steel material (88).

Applicant submits that Mevissen et al. does not teach or suggest a clutch spring formed only of wire where the wire frictionally engages the inner surface of the pulley to selectively transmit rotary power from the pulley to a hub. In this regard, Applicant notes that Mevissen et al. appears to teach the desirability of a friction enhancing material between the surface of the pulley and the spring material of the clutch. Accordingly, Applicant submits that Claims 33 and 65, and the claims that are dependent therefrom, are allowable over Mevissen et al. Moreover, Applicant notes that as Claims 33 and 65 recite that a lubricant disposed on coils of the clutch spring, Mevissen et al. does not teach or suggest each limitation of Claim 33 or 65 or the claims that are dependent therefrom.

CONCLUSION

It is believed that all of the stated grounds of rejection have been properly traversed, accommodated, or rendered moot. Applicant therefore respectfully requests that the Examiner reconsider and withdraw all presently outstanding rejections. It is believed that a full and complete response has been made to the outstanding Office Action and the present application is in condition for allowance. Thus, prompt and favorable consideration of this amendment is respectfully requested. If the Examiner believes that personal communication will expedite prosecution of this application, the Examiner is invited to telephone the undersigned at (248) 641-1600.

Respectfully submitted,

/ Michael D. Zalobsky /

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